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日六廿月六年丑乙

HONGKONG, SATURDAY, AUGUST 15TH, 1925

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TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.20	7.30
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.39
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.51
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	7.21	9.53	11.09	12.39	1.53	5.13	6.08	7.48
Fanning	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.59
Shumchun	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.03
Shumchun	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.09

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Shumchun	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanning	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Tai Po Market	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Tai Po	7.48	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yau Ma Tei	8.13	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.20	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	7.21	9.53	11.09	12.39	1.53	5.13	6.08	7.48
Fanning	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.59
Shumchun	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.03
Shumchun	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.09

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Shumchun	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanning	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Tai Po Market	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Tai Po	7.48	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yau Ma Tei	8.13	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SHA TAU KOK BRANCH.							
WEEK DAYS.				WEEK DAYS.			
STATIONS.	A.M.	A.M.	P.M.	STATIONS.	A.M.	A.M.	P.M.
Fanning.....Dep.	7.45	11.30	2.20 6.25	Shataukok.....Dep.	6.30	10.15	1.05 5.00
Shataukok.....Arr.	8.40	12.25	3.15 7.20	Fanning.....Arr.	7.25	11.10	2.00 5.55

SUNDAYS AND PUBLIC HOLIDAYS.				
STATIONS	A.M.	A.M.	P.M.	P.M.
Fanning ...Dep.	7.45	11.30	3.20	6.25
Shataukok ...Arr.	8.40	12.25	4.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.				
STATIONS	A.M.	A.M.	P.M.	P.M.
Shataukok ...Dep.	6.30	10.15	2.05	5.15
Fanning ...Arr.	7.25	11.10	3.00	6.10

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FOR

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COAL SHORTAGE IN CANTON.

POWER OF THE STRIKE COMMITTEES.

DIFFICULTIES OF REACHING HONGKONG.

[FROM OUR CHINESE CORRESPONDENT.]

There is a danger that Canton will suffer from a shortage of water and of light, unless coal stocks are soon replenished. The waterworks of Canton City at Tsungpo are still running, but the Canton Electric Supply Company have already announced that they cannot consider supplying current for new installations. Old consumers may still enjoy the service but have been advised to exercise care and not to waste light. In Fatsan, the supply of electricity to all houses has been cut off, only the street lights being kept up.

Advices from Kowloon state that the Kowloon Railway is now also short of coal. Native coal is regarded as of little use in plants accustomed to foreign coal. Many launches in Canton are now using firewood rather than native coal.

The Chinese section of the Canton-Kowloon Railway is using native coal, and to this has been attributed the slow service of which many complaints are now made.

KUOMINTANG SUBSIDY.

The Kuomintang Government in Canton, according to reports in a vernacular paper, receives \$200,000 monthly from the Soviet, and the workmen supporting the Kuomintang are subsidized by the party to the extent of \$5,000 daily, an allowance which permits the issue of 20 cents strike pay a day.

The Federation of Chinese Labour in Canton, with a membership of more than 20 unions, is said to be opposed to Bolshevism, while the Conference of Chinese Labourers, with a representation of not less than 40 unions, is 100 per cent. Red, the chief of the labour division of the Kuomintang being the director of the conference and dictating all its actions. So far the stevedores union, the coal workers and a few others appear to be neutral.

THE STRIKE COMMITTEE.

The strike committee in Canton now consists of 13 members: Hongkong Chinese workmen are represented by five members; Shanghai Chinese by four; and the Conference of Chinese Labourers, Canton, also by four. This committee is reported to have great prestige and influence in Canton, and its communications with Government departments are on the terms of equality with those from local officials.

Within the Commissary of Commerce of the Kuomintang Government, there is a special Import and Export Supervision Bureau, the membership of which comprises delegates from the Commissary of Commerce, Superintendent's office of Customs, Commissary of Finance, and the strike committee. Permits for export are ordinarily recommended by the four delegates and issued by the Chief of Commissary of Foreign Affairs before being transmitted to the Commissioner of Customs. According to the statements of anti-Reds, however, the strike committee inspectors charge a fee of about 10 per cent. of the value of all consignments before allowing goods to proceed in or out.

Reports from various sources lead to the belief that the strike committee inspectors are very powerful. They station themselves in all ports and examine all travellers on roads leading to Hongkong or Macao. Shumchun, the border town between Canton and the New Territory; Kowloon, which has direct steamship connection with Hongkong; and Chinsan, outside of Macao, are all carefully patrolled by inspectors of the strike committee who are well organized into groups each having a number linking them up with the headquarters staff.

RETURNING TO HONGKONG.

Two officers of the Hongkong Y.M.C.A., who were in Canton on vacation before the strike, succeeded in returning to Hongkong recently by way of Shekhi and Macao. They first took junk from Canton to Shekhi without any difficulty but, on reaching Shekhi, they found that traffic on all Shekhi-Macao lines had been stopped; and in order to reach Macao, they had to wait two days, the ricksha hire being too costly, and the vehicles exceedingly uncomfortable. On the way, they were stopped twice with questions regarding their destination. The statement that they were returning to their homes at Macao enabled them to pass safely.

A returned Hongkong resident, who was permitted to leave the Chinese section of Shumchun for the British section upon a permit issued by Station No. 2 of the Strike Committee of Kwangtung, had to satisfy the strikers before the permit was issued that he was a merchant and was not returning to Hongkong to undertake employment for non-Chinese firms.

CAR'S DASH INTO HARBOUR.

EARLY MORNING TRAGEDY ON THE PRAYA.

DEATH INQUIRY OPENED.

In the early hours of the morning of June 14th, five Chinese, (all in the employ of Messrs. Lee and Russ, solicitors), who had been dining at the Kam Ling Restaurant, West Point, were returning by motor-car to Hongkong, when the car ran over the Praya Wall into the Harbour, close to the Sham-Shui-Po and the Mongkok Ferry Wharf. As a result of the accident, Mr. Li Wing Chi, chief interpreter to Messrs. Lee and Russ, was drowned; while another passenger in the car, Mr. Wong Woon Cheung, also an interpreter, received such serious head injuries through his fall into the harbour that he died shortly after being admitted to the Government Civil Hospital. The three other passengers in the car, Messrs. Chan Shui Hung, Yau Lok Tin and Tai Hing Son, escaped with minor injuries; while the driver of the car also escaped unhurt, but disappeared immediately after the accident and has not been seen since.

A sequel to this accident took place at the Central Magistracy yesterday afternoon, when Mr. R. A. D. Forrest, sitting as a Coroner, held an inquest concerning the circumstances under which Mr. Li Wing Chi met his death. The verdict returned will also cover the death of Mr. Wong Woon Cheung.

The jury were Messrs. L. A. Rose (foreman), C. d'Almeida and F. E. C. Fernandes.

Inspector Alexander (Traffic Department) was in charge of the case.

Dr. E. P. Minett, Government Bacteriologist, said he was informed that the deceased, Li Wing Chi, was a clerk in the office of the S.C.A., but afterwards found this was not so. The relatives asked him not to make a post-mortem examination and said they were going to see the S.C.A. about it. He made a superficial examination of the body, which showed no signs of external injuries. Death was due to asphyxiation from immersion in the water.

Fung Kip Ling (interpreter to Messrs. Lee and Russ), gave evidence of identification of the body.

Chan Shui Hung said that about 1-15 a.m. on the date in question he left the Kam Ling Restaurant with his companions. After they had left, a small boy asked them if they wanted a car. At the entrance to the To Yuen Restaurant they engaged a car and instructed the chauffeur to drive them along the Praya as they intended to take a motor-boat to Kowloon. They had arrived near the Macao steamboat wharf, when the driver began sending the car along at full speed, about 40 miles an hour. In Connaught Road West, the car collided with a pole near a public convenience by the Sham-Shui-Po and Mongkok Ferry Wharf. Witness jumped from the car before it crashed over the Praya wall into the sea. He was rendered unconscious for a minute or two, but when he regained his senses he walked onto the wharf. Four people fell into the water, the deceased, Li Wing Chi, being drowned.

The Foreman: You say the car was going at 40 miles an hour?—Witness: Yes.

Was it an open car?—Witness: Yes. Do you mean to say you jumped off the car going at that rate and that you were not seriously hurt?—Witness: I jumped off when the car was going at that speed.

The Coroner: At the time you jumped off was the car still going at 40 miles an hour?—Witness: Yes.

The Foreman: And you were not injured at all, except for bruises?—Witness: No, I was only bruised and walked to the hospital.

Did you tell the driver to put on speed and go fast?—No, I told him to take my advice and not to drive so fast.

You are sure you told him you did not want to get home in a hurry?—Yes.

Yau Lok Tin (another passenger in the car) corroborated the evidence of the last witness.

Questioned by the Foreman as to the speed the car was travelling at, he replied that it was between 30 and 40 miles an hour.

Mak Lui San, Manager of the Tung Tin Restaurant, West Point, gave evidence as to the number and ownership of the car. The number, he said, was 327 and the car was the property of the proprietor of the Tung Tin Restaurant. The car was to be used for the carrying of customers of the restaurant. It had not been licensed at this time, as it was not thought it was necessary to do so.

(Continued on next column).

SHIPPING CALAMITY FEARED.

LOSS OF S.S. "YUE YING WA" IS INDICATED.

In the earlier part of the week we mentioned in our shipping notes that the Master of the s.s. *Lim Chow* reported that "on August 9th he sighted 7 S.E. of St. John's Point, St. John's Island, three lifeboats painted red, some floating tanks and five salvage drums and apparatus painted grey."

At the time the s.s. *Lim Chow* was experiencing heavy seas on her voyage from Pakhoi to Hongkong.

In view of the news that the British s.s. *Yue Ying Wa*, which left Hoikow for Hongkong on August 8th and is five days overdue, it is feared that the mystery of the lifeboats is now cleared up. The *Yue Ying Wa* was originally intended to sail from Hoikow to Tourane, and it was not until Thursday, when a letter was brought by the s.s. *Nanyu* from the steamer's agents in Hoikow stating that the vessel had left for Hongkong with a cargo of cattle and pigs on board, instead of for Tourane, that any fears were entertained for her safety.

It is now believed by the owners in Hongkong that the *Yue Ying Wa*, which did not carry wireless, foundered in the typhoon on August 9th.

The master of the vessel, which it is believed must have foundered with all hands, was Captain Alex. Pompey, well-known on the China Coast. The Chief Officer was Mr. McKintosh; the Chief Engineer was Mr. H. Larard; and Second Engineer, Mr. Mackenzie. The Chinese crew of the *Yue Ying Wa* numbered 37 and also on board was the com-pradore staff, some seventeen or eighteen all told.

The *Yue Ying Wa* was built by Messrs. Caird & Co., of Greenock, some forty-nine years ago. She has no passenger licence and is of 1,351.42 tons gross register and 815.84 tons net. She is 236 feet over all and her beam is 31 feet. She draws approximately 18 feet.

Her speed in fair weather is given at 8 1/2 knots, while her owners are the Cheong Yue S.S. Co. of the China Building.

POLICE EVIDENCE.

Lance-Sergeant Mitchell, of the Kowloon Water Police, said, on the morning of June 12th, about 2 a.m. he was on duty on No. 8 launch between Blake Pier and Stonecutters. He heard two reports, which sounded as if a collision had taken place between vehicles. He immediately went to the Praya, where nearly opposite to the Western Market he saw a motor-car in the sea and several people in the water struggling. He went to their assistance and four men, including the two deceased were taken on board the launch. There was from 6 to 7 feet of water where the car was lying and about 3 feet of water by the steps leading to the Praya.

In reply to questions, witness said with regard to Li Wing Chi no artificial respiration was tried. The man's friends wanted witness to take him immediately to the hospital and said they did not wish to have any artificial respiration attempted.

Witness added that if he had refused to take the deceased direct to the hospital and had tried artificial respiration the deceased's friends might have said that he had helped to cause his death.

Wong Woon Cheung was able to speak a little. Li Wing Chi's friends put him (deceased) on his back and carried out a sort of artificial respiration, but not as witness would have done it.

The Coroner: Have you no instructions with regard to people who have been in the water?—Witness: Yes.

Have you instructions with regard to artificial respiration?—We are not told we must do so. We are instructed in First Aid and told, if it is possible, to render it.

Did you consider it impossible to apply artificial respiration in this case?—I did. Why?—Because every time I went to go near the man the others on board would not let me interfere with him.

Sub-Inspector Nicoll, said that at 3.30 a.m. on June 12th, he was told by the Inspector on duty at the Central Police Station that an accident had occurred in Connaught Road West. He went to the Government Civil Hospital, where Wong Woon Cheung had been taken, to try and find out the name of the driver of the car. He saw the car in the water, the wheels just appearing above the surface.

The number of the car was 327. The road, where the accident took place, is 60 feet wide and the public convenience referred to occupies 7 feet of the road.

At this juncture, the Coroner adjourned the inquiry until Wednesday afternoon next. Before then, the jury will visit the scene of the fatality.

EUROPEAN SUED.

CHINESE TEACHER'S CLAIM FOR TUITION FEES.

At the Summary Court before Mr. Justice Wood yesterday, Mr. Shui Te Shang, a teacher of Chinese, sued Mr. S. J. Squire, architect, of the Hongkong Electric Company for \$30, \$15 tuition fee for the month of July, and \$15 in lieu of notice.

Plaintiff said that he taught Chinese to Europeans and Mr. Squire was one of his pupils. He began teaching him at the beginning of June and at the end of the month Mr. Squire paid the fee of \$15. In July witness taught him for nine days only, when he said, that owing to the strike he had no time to study. He then offered him \$3.50 for fees but this witness refused because the arrangement was that he would be taught monthly. He offered to wait until the end of the month for the money but when he visited Mr. Squire at the end of the month he said "I offered you \$3.50 which you refused. Go away."

Continuing, plaintiff said that he had shown defendant a document which stated that if he (the teacher) were dismissed without notice he would have to be paid \$15.

Defendant in evidence stated that he had not seen the document produced until the 1st of August. He said that plaintiff came to teach him at varying times and he, therefore, was very much inconvenienced. At first the arrangement was that plaintiff should teach him three times a week for 1 1/2 hours each time. After a week plaintiff asked that the days should be changed and an hour's lesson be given each day. He (defendant) consented because plaintiff said that his wife was ill. After this plaintiff began to be very unpunctual and he, therefore, dismissed him.

Plaintiff said that defendant had stated a lot of lies. "I am a teacher and Christian preacher," he continued, "Let me go into the box and I shall swear on the Bible."

Mr. J. Key, Senior Wireless Operator, P.W.D., said that he resided with defendant at No. 1, Moreton Terrace, Causeway Bay. Plaintiff had also taught him for six months, but he had dismissed him in July. Continuing, he said he had never seen or signed any agreement. He corroborated defendant's evidence as to the irregular times at which plaintiff gave his lessons.

His Lordship said that he was sure that defendant had never seen or signed any agreement and, therefore, plaintiff's claim for \$15 in lieu of notice would be dismissed. Plaintiff had, however, given certain lessons in July and he found defendant liable to pay one month's fee, \$15. In addition defendant had to pay \$1.70 costs.

RICKSHA COOLIES FINED.

COMPLAINTS BY EUROPEAN RESIDENTS.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday morning, Mr. J. P. Robinson prosecuted a ricksha coolie for refusing to take him as a fare. Defendant's plea was that he was waiting for another European who had left the ricksha and told him to wait.

Mr. Robinson said that at about 1.45 p.m. on Thursday, on leaving the Palace Hotel, Kowloon, he hailed defendant, who was sitting on the footboard of his vehicle, but he refused to move. Complainant approached the defendant who left his ricksha and walked away. The coolie protested in his native dialect and pointed towards the Hotel, by which Mr. Robinson understood him to be intimating that he was waiting for someone in the Hotel. Complainant went inside to verify this statement, and found only one guest in the Hotel. This gentleman told him that he had not hired a ricksha. Mr. Robinson then went outside and called on defendant to point out the man who had hired his vehicle, but the coolie merely hid himself behind a tree and jeered at him. An Indian constable arrived on the scene, and defendant was taken into custody.

His Worship found defendant guilty, and imposed a fine of \$10, with the alternative of 14 days' hard labour.

ABUSIVE LANGUAGE.

Another ricksha coolie was prosecuted by Col. E. D. Matthews for using abusive language towards him.

Complainant said that he engaged a ricksha at the Star Ferry, Kowloon, on August 4th, to take him to Humphreys Buildings. When in Mody Road the coolie was going along very slowly and was wandering from side to side. Complainant told the man to go quicker and to stop zig-zagging, and the defendant turned his head round, and uttered a foul Chinese oath. Complainant took the number of the vehicle and reported the matter.

Defendant denied using any abusive language, and said that when told to go fast he turned round and said "Ho", meaning "that he would do so."

His Worship said that this sort of thing must cease, and fined defendant \$5, with seven days' hard labour in default.

A WONDERFUL REFRESHER

DURING THESE HOT DAYS.

EVERY ONE IS ASKING "WHAT IS THE BEST DRINK?" THE SOLUTION

IS

KIA ORA

LEMON
SQUASHORANGE
CRUSH

FANCY DECANTER BOTTLES

PER \$1.20 T.

LANE, CRAWFORD, LTD.

PROVISION DEPT. GROUND FLOOR.
ICE HOUSE STREET.

FOOTBALL STOCKINGS

Per \$1 Pair

WING ON CO., LTD.

"TEA FOR TWO."

FROM NO. NO. NANETTE

MUSIC AND RECORD

AT

ANDERSON'S.

WM. POWELL, LTD.

TELEPHONE 3146

SUMMER SALE
NOW PROCEEDING.UNDERWEAR, PYJAMAS
AND ALL LIGHT GOODS
AT HALF PRICES

POWELLS

PEDDER STREET.

INTIMATIONS

NOTICE

GAS ACCOUNTS for JULY are now ready and in view of numerous complaints of non-receipt of June Accounts, Consumers are requested to kindly call at Messrs. LAY, CHAN and SON, 1, CAMERON ROAD, KOWLOON, where same can be obtained and paid.

HONGKONG & CHINA GAS CO., LTD.
Hongkong, August 11th, 1925. [2516]

NOTICE

JULY TELEPHONE DIRECTORY.

THE ENGLISH SECTION of the JULY EDITION of "THE TELEPHONE DIRECTORY" is now available at the following addresses, between 9 A.M. to 5 P.M. on Week Days:-

15-17, QUEEN'S ROAD CENTRAL.
PRINCE STREET (By courtesy of Messrs. Lane, Crawford & Co., Ltd.).
1, CAMERON ROAD, KOWLOON.

Subscribers are requested to deliver up their old Directories when applying for new copies.

The Chinese Section is now also available.
HONGKONG TELEPHONE CO., LTD.
Hongkong, 8th August, 1925. [2506]

JOSEPH E. FEATHERSTON,
DECEASED.

ALL Persons having any Claims against the Estate of the above Deceased, formerly of KINGSLAND, KOWLOON, are requested to send the same to the Undersigned by Not Later than WEDNESDAY NEXT, the 19th INSTANT.

Dated this 13th day of August, 1925.
JOHNSON, STOKES & MASTER,
Principals Building, Hongkong. [2524]

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that on FRIDAY, the 21st day of AUGUST, 1925, at 5.15 P.M. A DRAWING for the Redemption of Two Hundred (200) Debentures will be held in the Pavilion.

The Numbers of the Debentures Drawn will be published in the *Hongkong Government Gazette*, and the local Newspapers, and Holders of Drawn Debentures may upon giving Notice to the Treasurer, waiving the Six Months' Notice to which they are entitled, apply on the 28th AUGUST, 1925, to the TREASURER, Messrs. PRINCE STREET, for the redemption of the same, and for the Principal and Interest to the 1st AUGUST, 1925.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary. [2523]

PERSONAL EXPERIENCE OF BOLSHIEVISM.

LECTURE BY MR. C. J. B. HELSTROM.

A PUBLIC MEETING Open to All will be held on MONDAY, the 17th INSTANT, in the CITY HALL, at 8.15 P.M. Punctually, when Mr. C. J. B. HELSTROM will give an Address from Personal Experience on "BOLSHIEVISM" in Russia and Canton and its future menace to the Chinese and Civilization.

Mr. HELSTROM was on the Staff of the Swedish Legation in Moscow from 1916 to 1919 and was in charge of British interests there for three months during the Revolution and can testify to its Destructive and Terrible Effects.

The Chair will be taken at 8.15 P.M. Sharphy

Mr. D. G. M. BERNARD

Supported by Unofficial Members of

COUNCIL. [2522]

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS

OF SALE

OF THE

VALUABLE LEASEHOLD PROPERTY.

Situate at

VICTORIA IN THE COLONY OF HONGKONG.

And known as

THE REMAINING PORTION OF INLAND LOT NO. 62, together with No. 65, HOLLYWOOD ROAD thence to BE SOLD BY

PUBLIC AUCTION

ON

WEDNESDAY THE 19TH DAY OF AUGUST, 1925, at 3 O'CLOCK P.M. at the CHINA AUCTION ROOMS, No. 4, DUNDAS STREET, VICTORIA, HONGKONG

BY

MR. E. V. M. R. DE SOUSA, Auctioneer.

The Property consists of:-

All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as

THE REMAINING PORTION OF INLAND LOT NO. 62 together with Messuage or tenement

Erections and Buildings thereon known as No. 65, Hollywood Road. The Property is held for the Unexpired Residue of the Term of 999 years from the 1st day of February, 1859, created by an Indenture of Crown Lease dated the 1st day of December, 1859, and made between Her Late Majesty QUEEN VICTORIA of the one part and WILLIAM WORTON of the other part. Annual Crown Rent of Inland Lot No. 62 \$184.00, proportion payable in respect of the Remaining Portion: \$5.07. Total area 375 square feet.

For further Particulars apply to:-

Messrs. D'ALMEIDA & MASON, Mortgagee's Solicitors

OR TO

MR. E. V. M. R. DE SOUSA, Auctioneer.

Hongkong, 14th August, 1925. [2525]

PREPAID "WANTED"

ADVERTISEMENTS

LOST.—White Wire Haired TERRIER PUPPY, last seen TUESDAY EVENING, Entrance KENNEDY ROAD, Reward.—WALKER, HONGKONG BANK. [110]

INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF LEE SHEW ALIAS LEE SHUI SHEK ALIAS LEE SIU MING ALIAS LEE CHAM MING ALIAS LEE SHIU NIN TONG, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probates Ordinance 1897 No. 1 of 1897 made an Order limiting the Time for Sending in Claims to or Against the above Estate to the 7th DAY OF SEPTEMBER, 1925.

Creditors and Claimants are hereby Required to Send their Claims to the Undersigned by the above Date.

Dated this 10th day of August, 1925.

DEACONS,

Proctors and Executors,

1, Des Vaux Road Central, Hongkong. [2509]

TO LET.

COMMODOUS PREMISES on GROUND FLOOR, 161, Des Vaux Road CENTRAL. Would make Admirable Showroom. For full particulars, apply to:-

THE MANAGER,

HONGKONG & CHINA GAS CO., LTD. [2514]

TO LET.

GODOWNS IN ALEXANDRA BUILDINGS (Basement). Apply:-

SECRETARY,

A. S. WATSON & Co., Ltd. [2502]

TO LET.

COMMODOUS SHOP AND PREMISES, IN ALEXANDRA BUILDINGS, from 1st SEPTEMBER NEXT.

Apply:-

SECRETARY,

A. S. WATSON & Co., Ltd. [2503]

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR.

Apply:-

UNION INSURANCE SOCIETY OF CANTON, LTD. [25173]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—HONGKONG.

Authorized Capital..... \$10,000,000

Paid-up Capital..... 5,000,000

Reserve Fund..... 1,000,000

DIRECTORS:—

Hon. Mr. Chow Shou Son, Chairman

Fang Ping Shan Ng Ching Lok Huiyuh Tai

Li Koon Chun Pong Wai Ting Kan Ying Po

P. K. Kwok Mok Ching Kong Chan Ching

Wong Yan Tong Shek

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAVE DEPOSIT BOXES TO LET.

KAN TONG PO

Chief Manager

Hongkong, 16th February, 1925. [33]

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUS US \$2,975,000

HEAD OFFICE:

37, WALL STREET

NEW YORK

BRANCHES:

SHANGHAI

General Banking and Exchange Business.

Interest Allowed on all Deposits.

Rates on Application.

LONDON AND PARIS AGENTS:

EQUITABLE TRUST Co. of N.Y.

D. M. BIGGAR, Manager. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE:—LONDON.

Paid-up Capital..... \$3,000,000

Reserve Fund..... \$4,000,000

Reserve Liability of Proprietor..... \$3,900,000

FORBORN EXCHANGES and General Banking Business transacted.

CURRENT ACCOUNTS opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,

Manager. [30]

Hongkong, April 15th, 1925.

"STRIKE SALE"

HATS and FROCKS

AT

25% DISCOUNT

OFF USUAL PRICES.

At the Sign of the Lantern.

12, PEDDER STREET.

TELEPHONE CENTRAL 4864. (First Floor) [110]

INTIMATIONS

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "KAZEMBE" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th August, 1925, will be subject to Risk.

All Claims against the Steamer must be presented to the Undersigned on or before 25th August, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,

General Agents. [2519]

Hongkong, 12th August, 1925.

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship

"HAYO MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hoyo Kisen Kaisha, Godown, Kennedy Town and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 19th instant at 10 a.m.

All Claims must be presented within Fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to Risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

N. V. CARL BODIKER & CO'S

HANDELSMAATSCHAPPIJ (LTD.),

Agents: Rickmers Linie. [2517]

Hongkong, 12th August, 1925.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SICILIA"

Captain B. HARRISON, D.S.O., R.N., carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 18th AUGUST, 1925, at Noon, taking Passengers and Cargo for the above Ports.

Silk, Valables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay to the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M., the Day before Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to:-

MACKINNON, MACKENZIE & CO.,

Agents. [2515]

Hongkong, 12th August, 1925.

THE OCEAN ACCIDENT AND GUARANTEE CORPORATION

LIMITED.

Issue Policies Covering

ACCIDENT AND ILLNESS

MOTOR CAR AND CYCLES

BAGGAGE (ALL RISKS)

PUBLIC LIABILITY

(GENERAL THIRD PARTY)

BURGLARY, ETC.

Agents:

GILMAN & Co., Ltd.,

4A, Des Vaux Road,

Telephone No. C. 290. [24]

Hongkong, 12th August, 1925.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS

with which is incorporated

THE CHINA OVERLAND

TRADE REPORT.

Subscription, paid in advance—\$13 per annum for delivery in Hongkong, including postage to any part of the world—\$15.

INTIMATION

WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED

ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841. [50]

DEATH.

CARTER.—In New York, on August 8th, the Rev. THOMAS F. CARTER, formerly of the American Presbyterian Mission, Nankow, Anhui. (By cable.)

ACKNOWLEDGMENT.

Mrs. WITCHELL and family desire to thank all friends who have sent floral tributes, letters of condolence and showed their kind sympathy during their recent bereavement. [2528]

Hongkong Office: 1A, Charter Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 15TH, 1925.

THE HAPPY VALLEY DISASTER.

The enquiry, held last week, into the circumstances responsible for the death of a road-roller attendant, killed at Happy Valley on the 16th of June, as the result of a retaining wall failure, deserves more than passing attention. Apart from the technical interest of the structural failure concerned, the spirit in which the enquiry itself was conducted—the careful and searching investigation of facts, the trenchant summing-up of the corner, the serious comment and recommendations of the jury—would seem to indicate that it was meant to have important and far-reaching effects.

The story of the disaster is briefly this. A masonry wall intended to retain earth (but retaining none when the accident occurred) is built high and dry across a deep and narrow valley below Stubbs' Road. Except for the usual weep-holes in the wall—miserable things at the best of times—there is no outlet for water which may enter this portion of the valley. A day or two after the wall is completed a severe rain-storm occurs, the road is blocked by a slide of earth from a building site above it, and the storm-water, which otherwise would follow the curve of the road, is projected into the valley below. With

no means of escape, this water piles up rapidly behind the wall which is now serving, unexpectedly, the purpose of a dam. The wall is badly breached and an avalanche of water, mud and masonry sweeps devastatingly down the slope into the race-course below. Fortunately—as it happened, very fortunately—only two lives were lost. Was any one responsible for this calamity? Was there gross negligence? To the second question, an answer in the affirmative meant, of course, the serious verdict of manslaughter.

The primary cause of the disaster was admittedly the excessive accumulation of storm-water behind the wall. Should this danger have been foreseen and guarded against? The architect had considered the possibility of water coming down from the road, but not such a quantity of it. The Building Engineer of the Public Works Department, by whom (after a prolonged period of doubt) the plans for the wall were sanctioned, would also appear to have under-estimated the danger from storm water, or he would certainly have insisted on the provision of adequate drainage, or—an equally effective measure—given instructions that the filling of earth should proceed simultaneously with the erection of the wall. (On this point there seems to have been a misunderstanding between the Building Engineer and the Architect). On the other hand, the Drainage Department could hardly be held responsible either for the torrents of water rushing down the road or the accident which diverted it into the valley. The road is still new; building operations are in active progress both above and below it; earth is continually being carried across it. A small landslide, the careless dumping of earth in a drain, the scour of loose earth from an unfinished building site—the worst source of trouble because it chokes catch-pits as well as drains—any one of these is able to disorganise a drainage scheme and deflect flood-water into unexpected places. And further, the drainage engineer may reasonably contend that in ordinary building-schemes the drainage arrangements do not come within his province. All things considered, then, the primary cause of failure may fairly be attributed not to gross negligence on the part of architect or engineer but rather to lack of imagination or foresight and to the present unsatisfactory "division of responsibilities."

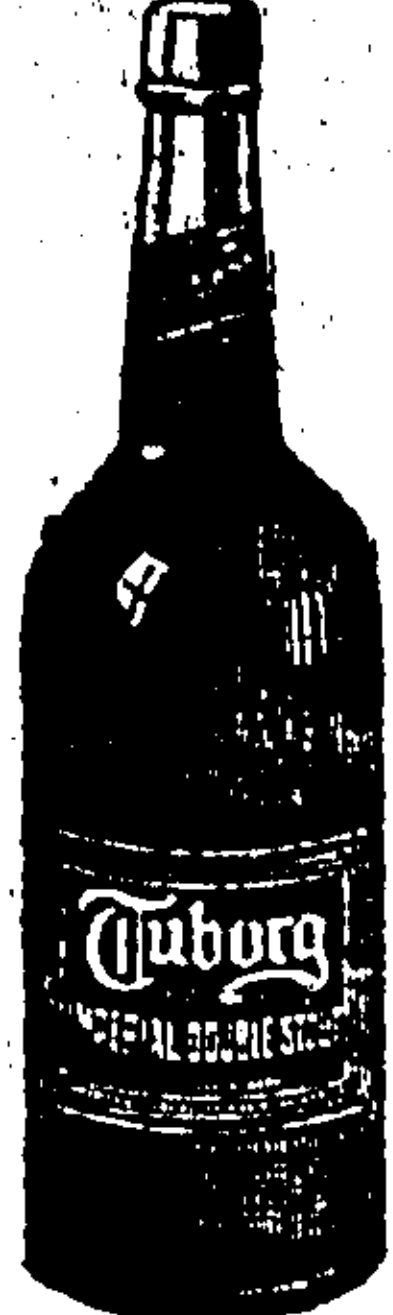
The next matter for investigation was the strength of the wall itself. Was it constructed soundly and in accordance with the specifications? Did it fail because it was badly designed or badly built? The latter is a difficult question to answer. The failure was admittedly due to the action of forces the wall was not intended to resist. Had the wall been stronger it might still have failed; with correspondingly serious results. It was just completed and therefore at its weakest. Whether, then, it should or should not have collapsed in this case cannot, we think, be profitably argued: there are so many unknown factors—the height the water rose behind the wall, the proportion of liquid mud present (more dangerous stuff than water), the possibility of shock, the method of failure—by sliding or by overturning—the behaviour under pressure of an arched wall with weak abutments, and so on. The investigation into the construction of the wall did, however, reveal some ugly facts: inferior workmanship, mortar of poor quality—red earth being substituted for sand—and supervision of such a nature (which the architect claimed to be customary in this Colony) as to draw from the Coroner the strong comment "If this same view is taken by the architects of this Colony it is paving the way to a series of disasters of which this is a minor one. I think steps should be taken to correct this impression of the duties of an architect."

There was a full return of notifiable diseases in the Colony for the 24 hours ended on August 13th.

A Reuter message from Marauke reports the safe arrival of Major de Pinedo, the Italian airman.

Mr. C. J. B. Helstrom who has announced to give a public lecture on Bolshevism on Monday is Consul for Sweden in Canton.

JUST ARRIVED.

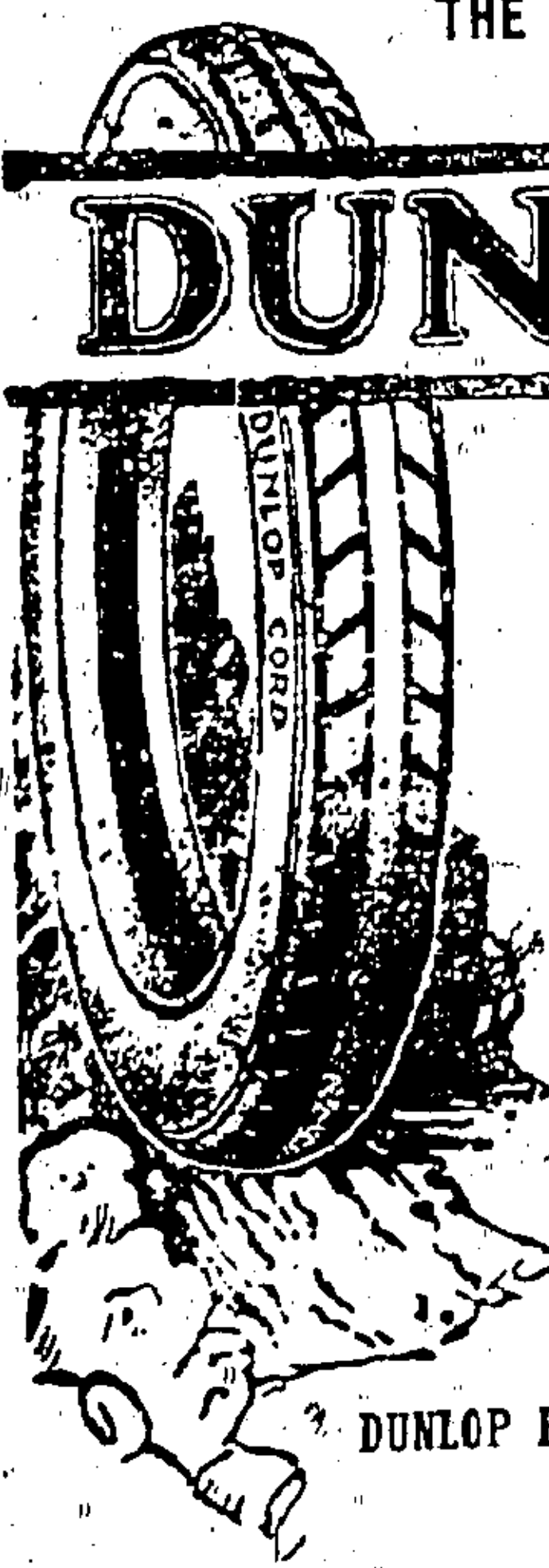
A SHIPMENT OF
TUBORG BEER

Purveyors To
The Royal Danish Court.
The One and Only Danish
Beer on the Market.

doz. pts.\$20 duty paid.
4 doz. qts.\$22 duty paid.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.,
Tel. C. 135. WINE MERCHANTS, Hongkong.

THE LONGEST MILEAGE TYRE
IN THE WORLD.

CORDS

Dunlop grows its own
raw rubber on its own
estates in Malaya; weaves
its own cotton fabric in
magnificent Mills in Lancashire; and makes its own
moulds.

This control of material
and quality has a great deal
to do with Dunlop supremacy.

DUNLOP RUBBER CO. (CHINA), LTD. Phone. C. 4554.

DISTRIBUTORS.

THE HONGKONG HOTEL GARAGE.

MERRYWEATHERS'
"FIRE SUDS"
EXTINGUISHERS

MADE IN GALLON AND
2 GALLON SIZES

ON NOXIOUS FUMES.
EASILY HANDLED.
INGREDIENTS
PERFECTLY HARMLESS

STOCKS CARRIED BY:—

THE JARDINE ENGINEERING
CORPORATION, LIMITED.

14, PEDDER STREET.

NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs

VICHY CELESTINS

In bottles, half and eplite

Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE For Liver trouble.

VICHY HOPITAL For Indigestion.

Refuse substitutes. — Mention name of Spring required.

AN ENTRANCING BOOK.

THE OPEN ROAD—MORE OR LESS.

At the moment when we are celebrating the centenary of the first British railway there comes appropriately to hand from the Oxford University Press Miss Joan Parkes's "Travel in England in the Seventeenth Century, (21s. net.)". It is a book for which we are profoundly grateful, not only for its delightful pages, but for the contrast it affords between the conditions of travel 200 years ago and the present day. As we survey those conditions and the danger that, as yet, man and horse upon the road, we cannot wonder that the traveller from the provinces to London almost always made his will before setting out on his journey.

ABOMINABLE ROADS.

Seventeenth-century England, as Miss Parkes reminds us, was not a land of well-defined roads, and well-ordered rivers; half the country was wilderness, heath, or common; a good deal of the other half being worked on the old common field system of the long defunct feudal area. Industry was in a state of transition. The only roads with any pretensions to good foundations were those made by the engineering skill of Rome more than 1,400 years earlier. The riding-horse and the pillion-saddle were giving way to the four-wheeled waggon drawn by horses or oxen and the stage waggon was beginning to be known. The roads were abominable.

Even the Circuit visited Horsham, in the heart of the Weald, only for the summer assizes. The Duke of Somerset, whose estate, Petworth Park, lay on one of the worst roads of the kingdom, found it necessary to keep a house at Guildford, at which to lie whenever he made the journey to London. So dreadful was the way that Prince George of Denmark, when, in December, 1703, he travelled there from Windsor to greet the so-called King Charles of Spain to these shores, spent fourteen hours in his coach, which had to be prevented at intervals from sinking into quagmires by the "unstable boons" of Shessex who accompanied its painful progress.

The last nine miles were covered in six hours. Miss Parkes thinks it strange that the Sussex gentry preferred the bad roads, as some impediment to invasion, but did not the great Duke of Wellington object to the Portsmouth railway because he thought it would help French troops to get to London?

INNS AND ALLEGES.

The increase of traffic, caused by the improvement of the roads and the larger number of coaches, led to the increase of inns and alleges—though England never seems at any time to have been short of these. The great inns of the age were very different from the hotels of to-day. If occasionally there were dishonest practices by ostlers and other servants, the guest was treated with hearty hospitality. The host, so long as he remained sober—was the host who would "entertain" the company with "merry tales and true jests". His daughter would play on the virginals; and his wife, who was not infrequently the sole proprietor, would greet the new arrival with a cup of sack and a dish of hot salmon, saying, if of the Northern speech, "May God thank thee."

Of course there was sometimes another side to the picture. Bishop Earle wrote of the "Handsome Hostess," whose "tips are your welcome, and your entertainment her company, which is put into the reckoning too, and is the dearest parcel in it." Nor was this all. Sometimes the traveller would find himself paying extra because the inn belonged to an alderman or a gentleman of ancient lineage. It was so at the George at Lancaster, where the host's brother was both a justice of the peace and "a chief Gaudier" and could therefore procure his guests "some command of the Castle." The tavern must have been a welcome refuge and a strength to those who had survived the perils of the heath to get there, for the highwayman was very much abroad. There were laws for his suppression, but so late as 1692 it is recorded that 24 robberies occurred near London between May and November.

the booty including five hundred guineas from the Earl of Marlborough, fifteen thousand pounds from seven Western coaches (by twelve highwaymen) and a like sum from the "Manchester carrier."

No moral obliquity attached to him who plied the trade. As the "Cashiered Soldier" succinctly put it:

To beg is base, as base as pick a purse;
To cheat, more base of all theft—that
is worse.

Nor beg nor cheat will I—I scorn the same,
I'll purse it, I—the highway is my hope,
His heart's not great that fears a little
rope.

SYMPATHY FOR HIGHWAYMEN.

"The great pity, such men should be hanged," wrote John Verney, and if the public had a good deal of sympathy for the highwayman and admiration for his exploits, that did not prevent them from going to see him "turned off." On one occasion, so great were the crowds on the wall of St. Sepulchre's Churchyard on the route of the procession, that it gave way, killing one person and injuring several others.

(Continued on next Column).

"IN MY DEATH AGONY."

THE TRAGEDY OF AUBREY
BEARDSLEY.

A rather pathetic echo of the Naughty Niggle—of the deathbed repentance of the artist who was the chief illustrator of that period of revolt, Aubrey Beardsley—comes across the year's to-day. Beardsley died in 1898. He was only 28 when he died; but he gave his name to a period in the history of art. Some of Beardsley's drawings which may have been regarded as rather daring in his own time, in the years now known as The Beardsley Period, might very well pass unnoticed to-day, so far as any hint of impropriety is concerned. Mrs. Grundy is less easily shocked in the nineties than she was in the eighties.

But it is equally true that some of Beardsley's work was much too Rabelaisian—to put it mildly—for general circulation. It is known to students of the Beardsley period that his "Lysistrata" drawings, for instance, had to be heavily censored before publication; that is, certain portions had to be cut away.

Beardsley himself, when he lay dying of consumption, evidently realised what harm might be done to his reputation if after his death, any drawings of this sort remained to brand him as a perverser. Hence his dying appeal to his friend, Leonard Smithers, who was also publisher to some of the rebels of the 'nineties.

This letter, pitiful in its urgency, is quoted by Mr. Lewis Hind in his introduction to a large volume of "The Uncollected Work of Aubrey Beardsley" (published recently, The Bodley Head, £2. 2s.). It was written by the artist at Mentone, only nine days before he died, on March 16th, 1898. It ran—

Mentone.

Jesus is our Lord and Judge.

Dear Friend,

I implore you to destroy all copies of "Lysistrata" and bad drawings. Show this to Pollitt and conjure him to do the same. By all that is holy—all bad drawings.

Aubrey Beardsley.

In my death agony.

It is perhaps permissible to wonder—and with reason—how far the dying man's charge was observed; and whether all the bad drawings were destroyed in accordance with his wish.

Appropos this side of Beardsley's character, one of his friends wrote to Mr. Hind:—
"He was never really bad. He had a sort of impossibly mischievous pleasure in shocking people—that was all."

But he had also, as Mr. Hind admits, "a strange, age-long, intuitive knowledge of things hidden and evil. It amused him to exploit this knowledge. . . . and no doubt that side of his character and work was exploited, after his death, to the detriment of his real reputation."

Some interesting glimpses of the making of that reputation can be gained not only from Mr. Hind's personal memories of the young artist when he was still working as an insurance clerk by day and drawing half the night, but also by a study of the drawings in this book.

The most striking thing they show is that in the early work there was not the slightest trace of the highly individual style which enables one to say at sight: "That's a Beardsley."

Perhaps he realised that no amount of good work of the conventional sort would ever make him a reputation; and so deliberately set himself to cultivate a style which should be unmistakable—that would mark a drawing as plainly a Beardsley as if it were signed in letters a foot long.

CHURCH SERVICES.

Union Church, Kennedy Road.—Sunday services, August 16th:—
Morning Service at 11 o'clock:—
Hymns: 343, 19, 308, 146, 623.
Evening Service at 6 o'clock:—
Hymns: 318, 271, 412, 465.
Preacher:—Rev. E. J. Malpas, M.A., at both services.
Communion at the close of the evening service. [88]

FIRST CHURCH OF CHRIST SCIENTISTS, Macdonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 6.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12. [87]

Sir Ralph Verney, as upright a man as any in the kingdom, used the whole weight of his influence to extricate his two highwayman cousins from the consequences of their actions. To one he allowed 20 shillings a week after coming out of goal; he lent his wig as disguise to assist in his escape; and he obtained reprieves and pardons for them. In like fashion his relative Lady Hobart used her powers of persuasion in the legal circles in which she moved. To the Verneys it was a huge joke when Sir Ralph's uncle, Dr. Denton, and his wife were robbed on the highway. One of his aunts vowed that the thief was Sir Ralph's younger brother, Harry, who was not ill-pleased with the imputation, though Lady Hobart was persuaded he would have liked the money better than the jest. The joke was carried still further when another relative, invited to stay with Sir Ralph at Chigdon, implored his prospective host to shut his brother up, "for fear he meet with us as the Dr. was met with."

A mad world, my masters, a mad and lawless world. Miss Joan Parkes sees it through the spectacles of romance, and makes us do the same while under the spell of her entrancing pages. But, on sober reflection we think we would rather have the comfort of the Flying Scotsman or a Rolls-Royce, and limit our experience of these old-time "heroes" to the tale that is here so well told.

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ST. PETER'S ROBBED. THIEVES' HAUL OF SACRED OBJECTS.

A sensation was caused in Rome on July 4th, by the news that the Treasury of St. Peter's had been robbed during the night, and St. Peter's ring had been stolen. All the afternoon crowds gathered in the square of St. Peter's, behind St. Peter's, on which the windows of the Treasury face. The police were making diligent investigations and cardinals and prelates attached to the Vatican came to make inquiries. The Treasury of St. Peter's is what is known as Room 62, adjoining the Sacristy, and was built in 1775 by Pius VI. It forms a large quadrangle to the right of the Basilica, and by subsequent additions became a spacious residence for cardinals and prelates attached to the service of St. Peter's. Further superstructures were being added to increase the number of apartments for cardinals, and masons have been working on it for the last nine months.

On the morning of the discovery, when the sacristans opened the Sacristy and inspected the adjoining rooms as usual, they were surprised on entering the Treasury room to see a large hole in the ceiling and a rope ladder hanging down to the floor. From a rapid glance at the glass cases and shelves they saw that important objects had been stolen. They were horrified, and while Monsignor Bucchini, the head Sacristan, immediately went to inform Monsignor Vestini, the Administrator of the Sacred Vestments, another Sacristan informed the police and an inventory of the stolen objects was made.

The first reports stated that objects worth several million lire had been stolen, but it was found eventually that the value of the precious objects taken amounted only to about £8,000. The objects missing are a silver-gilt monstrance, a gift of Cardinal Mathieu to Pius IX.; the ring of St. Peter, with a big emerald and brilliant; a gold cross with a topaz and brilliant; the gift of Cardinal Bianchi; a bishop's pectoral cross in gold, the gift of Cardinal della Volpe; a solid gold chalice with pater and pyx ornamented with pearls, brilliants, and rubies, the gift of Cardinal Merry del Val, and which he had used for saying Mass only the day before; a silver-gilt chalice presented to Pius IX. on his silver jubilee; another silver-gilt chalice; a solid gold cross with a huge uncut emerald, the gift of the Republic of Colombia to Pius X.; and lastly, silver-gilt pyx, the gift of the Bishop of Orleans, Monsignor Dupanloup, to Pius IX. The ring of St. Peter, with its great emerald, is the principal object stolen. It had been made for the finger of the statue of St. Peter, in the Vatican Basilica, but for fear it might be stolen it was kept in the Treasury and an imitation ring left on the statue.

A PLANNED THEFT.

The thieves penetrated into the Treasury from one of the rooms just above. Masons and painters had been working here, and their implements were scattered about. In one part of the room a large wooden box seemed placed negligently, and it appears that here one of the robbers had been working for days, making a hole large enough for a man to pass. They probably remained inside the Sacristy on the previous evening, and during the night let the rope ladder through the openings, and rapidly carried off what they could. They must have been two or three in number, and seem to have been suddenly carrying away other objects they had already prepared to steal, and one monstrance was found broken up. Luckily, they seem to have had little artistic discrimination, as, apart from the ring of St. Peter, they overlooked many other far more precious objects and things of great historical value.

The robbery caused a painful impression in Rome, and especially in the Vatican. The Pope was informed, just before he was about to receive the Cardinal Secretary, and when Cardinal Gasparri appeared his Holiness spoke to him in bitter terms on the sacrilege committed. He requested Cardinal Gasparri to go and see what had been stolen, and inform him. At noon Cardinal Merry del Val appeared and made an inspection of the Sacristy and Treasury, when the police were on the spot, and conversed for a long time with them. The masonry through which the robbers broke is nearly six feet thick, and it is supposed they took at least five or six days to open the hole.

RECOVERY INTACT

The stolen Vatican treasures were later discovered somewhat battered but intact in the hands of an individual named Marotta Stella, who had been under surveillance by detectives owing to his suspicious behaviour in approaching strangers. Inside St. Peter's with proposals to deal in jewellery. A detective named Marotta had already concluded a contract with Stella for purchase of a large consignment of jewels alleged to be coming from Paris. When the Vatican theft occurred the police surmised that Stella had some connection with it, and when Marotta, connected to the house of Stella, who is a cobbler, to take over the jewels he found the missing treasures of which the police, who had surrounded the house, promptly took charge.

THACKERAY'S LOVE STORY. THE GIANT AND THE FAIRY.

[BY THORNTON HALL.]

Some years after the great shadow had fallen on Thackeray's life, he wrote to a young man who was about to marry: "Though my marriage was a wreck, as you know, I would do it again; for behold! Love is the crown and completion of all earthly good." And no doubt he was speaking the truth; for, within the few brief years of union with his "little Irish Rose," he knew more happiness than most men who live to see their golden wedding-day.

To Thackeray, the "big boy with the big heart," a woman's love was more necessary than to most men. Like Balzac he regarded woman as the "soul of man." He idealised and revered her, he yearned for her love and companionship.

"Can't thou, O friendly reader," he once wrote, "count upon the fidelity of an artless heart or tender or true, and reckon among the blessings which Heaven hath bestowed on thee the love of a faithful woman? Purify thine own heart and try to make it worthy of hers. All the prizes of life are nothing compared to that one. Such was the love he was fated to win, and after four years of unclouded happiness, tragically to lose.

Though love came to Thackeray early in life he was already, a sad and disillusioned man. He had tried both art and authorship, and both had failed him. He had lost the greater part of his small private income; and thus, the law, the only other career that seemed at all hopeful, was closed to him. "I am only twenty-four," he wrote to a friend in a mood of despair; "and already I am branded a failure, in spite of my utmost efforts. What the future may hold for me, I dread to think."

SUNSHINE OF A NEW HOPE.

And it was in this black hour that love came to flood his life with the sunshine of a new hope.

It was one day in 1835, at the house of his grand-mother that he first set eyes on Isabella Shawe's loveliness, and at sight of it succumbed. She was the daughter of a poor Irish officer; but Nature had dowered her with gifts more valuable than gold. She was, we are told, a "blooming rose of Irish beauty"—a slip of a girl just emancipated from the school-room, brown-haired, and blue-eyed, with dimpled cheeks, and a complexion of wild-rose delicacy. A little creature of sunshine and laughter, with a hundred moods, fascinating and tantalising. It is small wonder that the gloomy young giant lost both heart and head under the magic of such witchery. For him, from that hour, there could be no other woman on earth. She was his heaven-sent bride, to bring sweetness and inspiration into his darkened life; and to be loved and chivalrously cherished as long as God would give them to each other.

LOVE AND FORTUNE.

No sooner had love led the way than fortune followed; for Thackeray had not been engaged many weeks to his "Irish Rose" when the appointment of Paris correspondent to a London newspaper was offered to him; and the way to the altar thus providentially made smooth, he was soon able to lead his little bride to it.

Thus for Thackeray, Paradise opened its gates. "There was no such happy or blessed man in all Europe," he said. "I had to pinch myself to make sure that I was still flesh and blood, for I had never dreamt that such happiness could fall to a mere human." But these halcyon days were not fated to last long; for in less than a year from his wedding-day, the newspaper to which he was attached had to suspend publication; and in its ruin the balance of his small capital, which he had invested in it, was engulfed.

But, cruel as the blow was, there was for Thackeray no return to the abyss of gloom and despair. Isabella laughed at his long face; she "chased the frowns away" with her bright words and merry smiles. "We will be happy on a crust, darling," she said with her arm around his neck her soft cheek nestling against his; and it will be strange if, with your clever brain, you can't earn that!" And thus it was that with the flame of hope still burning, he returned to London, to find shelter under his father's roof while he "looked round."

Nor was he long left to look round; for his pen at last found its magic, and that magic was quickly recognised and rewarded. There were to be no more days of struggle; and soon we see him installed prosperously in a house of his own in Great Corn St., with a second baby in his nursery and "cavorting no man on earth."

Never, indeed, was there a happier couple than this great big boy and his tiny wife, playing at housekeeping and finding each day a new and wonderful delight. Well it was for them that they did not see the cloud of tragedy growing and nearing in their sky. No fear of the future marred their joy in the present. And it was when life seemed its brightest and most blessed that the blow fell, laying Thackeray's life in ruin and desolation.

A GREAT SORROW.

One May day in 1840, a third child came to the young couple, and the price paid for it was a terrible one; for, though the mother recovered physically, the light of reason had gone for ever, and Thackeray was left to mourn a loss far worse than that of death, with two little girls dependent on him for all the tenderness a mother might have bestowed on them.

But Thackeray was not now the man to abandon himself to sorrow and despair, as he might have done before he "knew the bravest, brightest spirit ever enshrined in woman." For twenty-three years he bore his burden bravely, and masked to the world a broken heart behind a smiling face, finding his solace in the love of his children and in tender ministering to them.

(Continued on next Column.)



'Three Sandy Macs, please'

There were three of them.

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And tried to enjoy it.

The Florid One was there for a whisky. Any old whisky. He called for a "Scotch and Soda." He had done so these many years.

And he enjoyed it.

Came the Third Man. Who had Seen Life. Knocked about a Bit. He called quietly for a "Sandy Mac."

And he revelled in it—drinking slowly, critically. Admiration, tinged with awe, overspread the faces of the other two.

Heard later "Sandy Mac, please" "Sandy Mac, please" "Sandy Mac, please."

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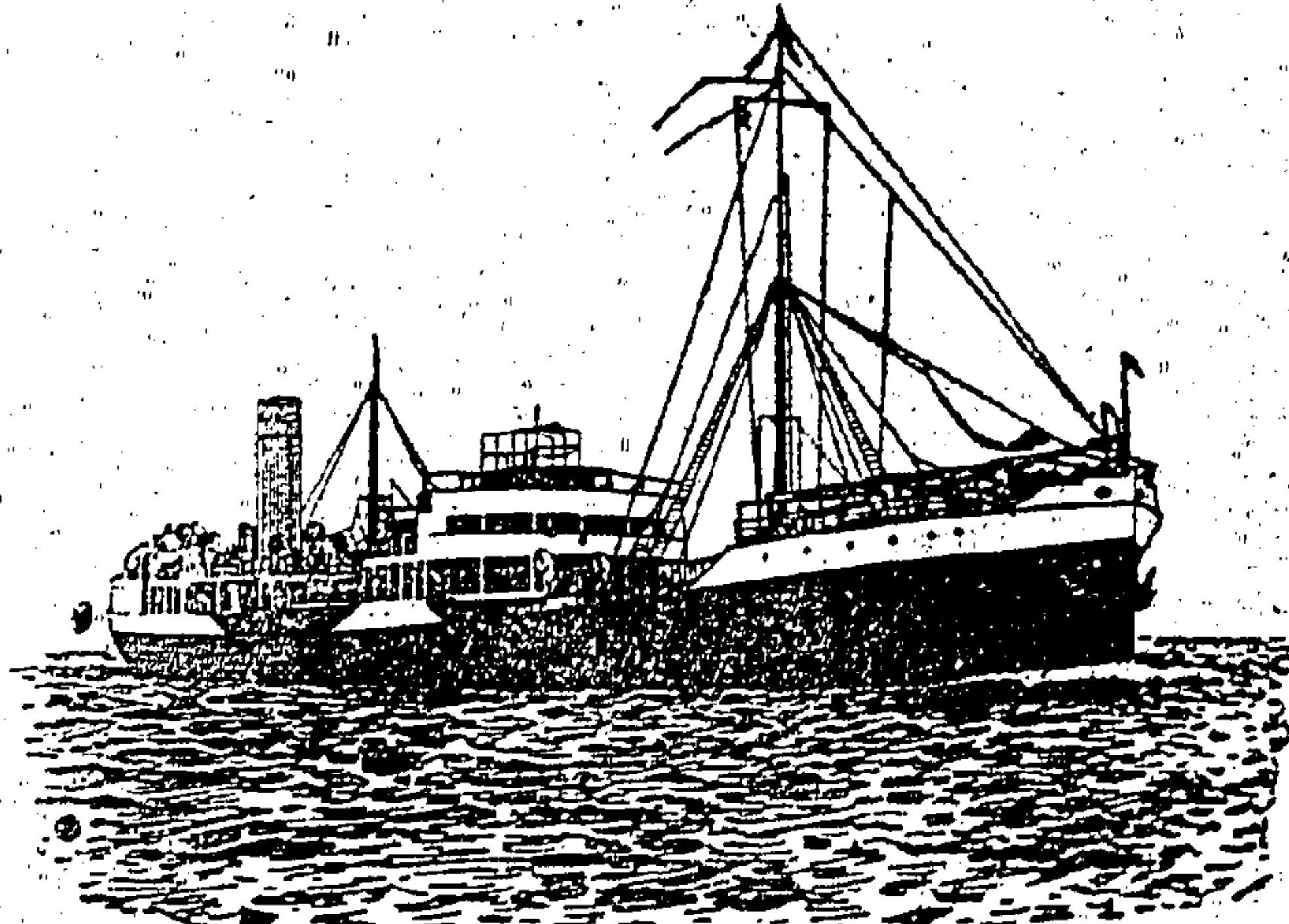
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SHIPPING NEWS

ARRIVALS.

August 13th.
Zuchow, British str., 1,220 tons, Capt. J. Fraser, from Shanghai, with a general cargo, lying at buoy No. 111, B. & S.
Sankong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 117, Man Yick Co.
Tokushima Maru, Japanese str., 3,702 tons, Capt. S. Kishi, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A2, N.Y.K.
August 14th.
Chunghua, British str., 1,354 tons, Capt. R. Ashby, from Hankow and Chinkiang, with a general cargo, lying at buoy No. 130, B. & S.
Chilop, Y. Jap., Spanish str., 2,355 tons, Capt. P. Suarez, from Manila, with a general cargo, lying at buoy No. 110, Botolph Bros.
Hong Kong, British str., 1,294 tons, Capt. A. Mackenzie, from Singapore, with a general cargo, lying at buoy No. A25, Seng Soon Hong.
President Wilson, American str., 3,319 tons, Capt. Henry Nelson, from Manila, with a general cargo, lying at "Kowloon wharf", Dollar S.S. Co.
Tokyo, French str., 314 tons, Capt. J. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. 119, M.M.
August 15th.
Chilop, Y. Jap., for Yokohama.
Kapetan, for Vancouver.
Lincoln, for Peking.
Sankong, for Batavia.
Sankong Maru, for Saigon.
Sankong, for Kwang Chow Wan.
Tokushima Maru, for Singapore.
Tokyo, for Shanghai.
West India, for Manila.

PASSENGERS.

Per s.s. *President Wilson*, on August 14th: Mr. T. H. Howells, Mr. A. Kayser, Mrs. N. Letton and two children, Mrs. A. W. Smith, Miss M. Smith, Mr. J. Marcus, Mr. R. Gonzalez, Mr. O. D. Wagman, Mrs. and Mrs. Carl F. Bateman and three children.

SHIPPING NOTES.

The total number of vessels in the harbor at 9 a.m. yesterday was 80, of which 48 were British.

For the 24 hours ended at 9 a.m. yesterday there were 12 arrivals, of which three were British, four Japanese, one American, one Dutch, one French, and two Chinese. There were five departures.

Vessels arriving for the period under review were the s.s. *Kanaka* from North Shields and Singapore; the s.s. *Yankee* from Chiofo and Dally; the s.s. *Zuchow* from Shanghai; the s.s. *President Wilson* from Manila; the s.s. *Sankong* from Haiphong and Hoolow; the s.s. *Tokushima Maru* from Shanghai and Amoy; the s.s. *Hokoku Maru* from Koshu and Swatow; the s.s. *Sankong Maru* from Koshu; the s.s. *Haga Maru* from Hamburg and Colombo; the s.s. *Tokushima Maru* from Yokohama and Shanghai; the s.s. *Sankong* from Kwang Chow Wan and the s.s. *Tokushima Maru* from Canton (Whampoa).

Vessels departing for the 24 hours ended at 9 a.m. yesterday were the s.s. *President Wilson* for Shanghai; the s.s. *Kanaka* for Shanghai; the s.s. *Yankee* for Singapore; the s.s. *Sankong* for Singapore and the s.s. *Chinkai* for Shanghai.

The *Kanaka Maru* with mails from Shanghai and Europe via Siberia (London, July 25th) did not arrive in port until late in the afternoon and mails will not be ready for delivery until to-day. The s.s. *Hongkong* arrived with mails early yesterday afternoon. The mails were from Europe via Negapatnam (London, July 16th). The s.s. *Alaska Maru* is due on Tuesday with papers from Home, date July 16th.

The s.s. *Hongkong* of the Douglas Line, sails for Foochow again on Monday. The cargo of the s.s. *Chunghua* from Australian ports and New Zealand, which was discharged at Manila, was transhipped to the s.s. *President Wilson*, which arrived here yesterday.

All the river steamers have now resumed their running to Macao from Hong Kong. Yesterday the *Sai Tai* and *Sai On* left in the morning, and the *Charles Hardman* joined the *Paul Revere* on the run.

Seven large tourist parties are bringing to the Far East about 3,500 globe trotters to visit the Orient between the months of November and March. The tours will be under the auspices of Raymond and Whitecomb, American Express, Canadian Pacific, United American Line, Thomas Cook and other companies.

VISITORS AT HOTELS.

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 Mrs. F. A. Chapman, Mr. F. C. Crush, Mr. F. C. Davies, Mr. V. W. Davis, Mr. J. E. Dargie, Mr. M. D. Dialis, Mr. J. D. Dickie, Mr. Wm. Dixon, Mr. E. E. Ellis, Mr. G. F. Fisher, Mr. P. J. W. Focken, Mr. & Mrs. A. H. A. Fong, Mr. & Mrs. Franklin, Mr. Wm. Galloway, Dr. Douglas R. Gawler, Mr. M. K. Gear, Mr. W. F. Gilman, Mr. & Mrs. J. Gould, Dr. E. C. Gould, Mr. H. J. Graves, Mr. & Mrs. H. H. Gurbie, Capt. T. D. Hall, Miss A. & F. Hamilton, Mr. & Mrs. W. A. Hannibal, Mr. & Mrs. W. Hansen, Mr. C. Hansen, Mr. L. L. Harr, Mr. & Mrs. H. P. Harris & 2 children, Mr. & Mrs. L. A. Tobies, Mr. & Mrs. N. Hasham, Mr. C. Trium, Mr. H. Holmes, Mr. & Mrs. J. Jarmo, Mr. A. T. Jensen, Mr. A. K. Jensen, Mr. V. J. Jensen, Mr. J. R. Johnston, Mr. J. R. Jones, Mr. J. E. Joseph, Mr. J. N. Joyner, Mr. E. L. Lull, Mr. M. F. Key, Mr. & Mrs. T. King, Mr. & Mrs. C. J. Ladd, Mr. & Mrs. J. Ladd, Mr. & Mrs. H. Ladd, Miss J. M. Lale.
 August 15th.
 Mr. & Mrs. Passer, Mr. R. H. Pope, Mr. J. J. Poppo, Mr. W. P. Powner, Mr. T. Pringle, Mr. F. W. Pringle, Mr. & Mrs. Riggenbach, Mr. A. H. Rowe, Mr. & Mrs. R. S. Russell, Mr. J. C. Ryan, Mr. Joseph A. Salsky, Mr. E. A. Schwesinger, Mr. A. B. Scott, Mr. & Mrs. P. Serranin, Mr. & Mrs. A. D. Sings and infant, Mr. A. G. Simpson, Mr. T. Sings, Mr. J. T. Smith, Mr. T. S. W. Smith, Mr. E. L. T. Snuggs, Mrs. E. T. Snuggs, Miss F. M. Sommers, Mrs. E. Spake, Mr. & Mrs. A. Springburg, Mr. & Mrs. L. A. Tobies, Mr. C. R. C. Tredwell, Mr. C. Trium, Mr. & Mrs. G. Tokes, Mr. A. Tundjigian, Mr. & Mrs. M. H. Varn, Mr. & Mrs. M. V. Varn, Mr. M. V. Varn, Mr. J. H. Wallace, Mr. H. Watkins, Mr. H. G. Williams, Mr. & Mrs. Wilson, Mr. & Mrs. A. Wood, Mr. D. E. Wood, Mr. R. E. Wood, Mr. & Mrs. Zamek, Miss J. M. Lale.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 14th.			
	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.71	29.67	29.65
Temperature	88	82	86
Humidity	62	39	66
Wind Direction	3	SW	SW
Force	0	0	2
Weather	0	0	0
Rain	0.00	0.00	0.00
Highest open-air Temperature on 13th	88		
Lowest open-air Temperature on 14th	52		

HONGKONG TIDE TABLE.

From August 15th to 21st, 1925.			
High Water.		Low Water.	
Days of Week	Days of Month	H'kong Standard Time	H'kong Height
Satur.	15	h. m. ft. in.	h. m. ft. in.
Sun.	16	h. m. ft. in.	h. m. ft. in.
Mon.	17	h. m. ft. in.	h. m. ft. in.
Tues.	18	h. m. ft. in.	h. m. ft. in.
Wed.	19	h. m. ft. in.	h. m. ft. in.
Thurs.	20	h. m. ft. in.	h. m. ft. in.
Fri.	21	h. m. ft. in.	h. m. ft. in.

SHIPPING MOVEMENTS.

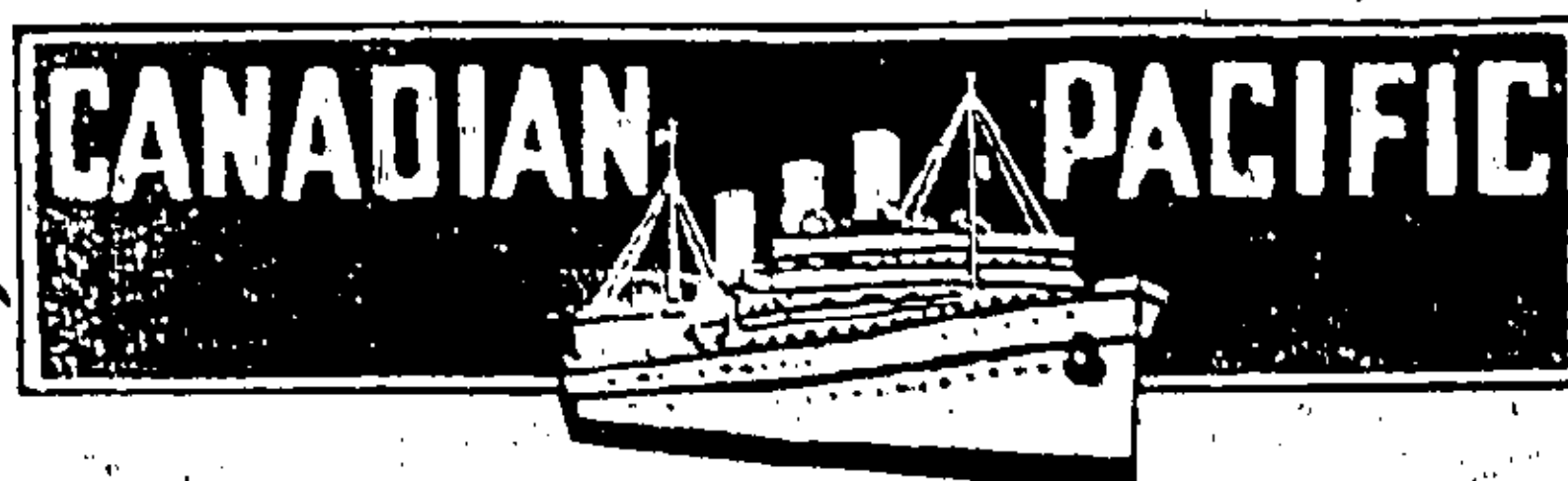
The R.M.S. *Empress of Asia* arrived at Manila at 7.30 a.m. yesterday, leaves to-day at 4 p.m., and is due at Hongkong at 7 a.m. on Monday.

VESSELS EXPECTED.

Nanking (Swedish East Asiatic Co., Ltd.), due on or about Sept. 4th.
Taklira (H.I. & A.), due August 27th.

SUNRISE AND SUNSET IN HONGKONG.

Date	Sunrise	Sunset
August 15th	6.00 a.m.	6.55 p.m.
" 16th	6.00	6.54
" 17th	6.01	6.53
" 18th	6.01	6.53
" 19th	6.02	6.53
" 20th	6.02	6.51
" 21st	6.02	6.51
" 22nd	6.03	6.50
" 23rd	6.03	6.49
" 24th	6.03	6.48
" 25th	6.03	6.47
" 26th	6.04	6.46
" 27th	6.04	6.45
" 28th	6.04	6.44
" 29th	6.04	6.43
" 30th	6.05	6.42
" 31st	6.05	6.41



HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and Japan Ports and Atlantic Connections.

Leave Hongkong	Arrive Vancouver	Leave Vancouver	Arrive Seattle
Empress Asia	Aug. 20 Sept. 7	Empress France	Sept. 19 Sept. 23
Empress Canada	Sept. 4 Sept. 21	Empress Scotland	Sept. 30 Oct. 7
Empress Russia	Sept. 17 Oct. 5	Empress France	Oct. 14 Oct. 21

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL PORTS. Standard Sleeping Cars—Compartments—Drawing-Room—Dining Cars.

Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC.
 DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.
 BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 26	Aug. 28	EMPEROR CANADA	Aug. 29
Sept. 9	Sept. 11	EMPEROR RUSSIA	Sept. 12

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan port
 Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.
 Through passage rates to Europe via America G. 440, G. 440, G. 440
 KAGA MARU ... Thursday, 27th Aug. 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore & Ports
 KATORI MARU ... Saturday, 15th Aug. at 4 p.m.
 ATSUTA MARU ... Saturday, 29th Aug. at 11 a.m.
 HAMBURG via LONDON & ROTTERDAM.
 DAKAR MARU ... Monday, 21st Sept.
 LIVERPOOL via ADEN & MARSEILLES.
 TORA MARU ... Sunday, 20th Sept.
 SYDNEY & MELBOURNE via Manila & Ports.
 MISHIMA MARU ... Wednesday, 19th August
 TANGO MARU ... Wednesday, 20th September
 NEW YORK and/or BOSTON via PANAMA.
 MAYEBASEI MARU ... Tuesday, 5th September
 BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
 KAMAKURA MARU ... Monday, 31st Aug.
 BOMBAY via Singapore & Colombo.
 TOKUSHIMA MARU ... Friday, 14th August.
 CALCUTTA via Singapore & Rangoon.
 RANGOON MARU ... Tuesday, 18th Aug.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Thursday, 20th August
 SHANGHAI, KOBE & YOKOHAMA.
 SUWA MARU ... Monday, 24th August
 KOBE & YOKOHAMA

For further information, apply to—
 NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 992, 998 & 2492. S. KINOSHITA, Manager.

KONINKLYKE PAKETVAART
 MAATSCHAPPY.
 (ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN-DEAL and PENANG on the 19th August, 1925.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

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OVER HALF A CENTURY'S REPUTATION
 DR. LE CLERC'S PILLS FOR THE
 REMEDY FOR DYSPEPSIA, INDIGESTION,
 BRUISES, GRAVEL, RHEUMATISM, GOUT, NEURALGIA,
 PAIN IN THE HEAD, STOMACH, OR FEVER.
 DR. LE CLERC'S PILLS FOR THE
 REMEDY FOR DYSPEPSIA, INDIGESTION,
 BRUISES, GRAVEL, RHEUMATISM, GOUT, NEURALGIA,
 PAIN IN THE HEAD, STOMACH, OR FEVER.

ON SALE.
 HONGKONG HANDBOOK REPORTS
 OF THE MEETINGS OF THE
 LEGISLATIVE COUNCIL for the
 Session 1924.
 Revised by the Members
 PRIOR
 DAILY PRESS OFFICE.

INDO-CHINA
 STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

KOBE via YOKOHAMA ... "KUTSANG" ... Saturday, 15th Aug. at Noon.
 STRAITS & CALCUTTA ... "NAMSANG" ... Wednesday, 26th Aug. at 3 p.m.
 YOKOHAMA via KOBE ... "HOSANG" ... Wednesday, 2nd Sept. at Noon.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE ... EVERY TEN DAYS
 SHANGHAI—HONGKONG LINE ... EVERY THREE DAYS
 HONGKONG—MANILA LINE ... EVERY SATURDAY FROM SOON PEAR
 HONGKONG—HAIPHONG LINE ... EVERY SUNDAY FROM SOON PEAR
 HONGKONG—HONKING LINE ... EVERY FORTNIGHT
 HONGKONG—TIENTSIN LINE ... EVERY FORTNIGHT
 HONGKONG—BANGKOK LINE ... EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO. LTD.
 GENERAL MANAGERS

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel ... Date ...
 "GIPFAMOR" ... 27th Aug.
 "GLENHARRY" ... 31st Aug.
 "GLENSHANE" ... 2nd Sept.
 "GLENAPP" ... 1st Oct.
 "GLENFRESHIRE" ... 15th
 "GLENICE" ... 1st Nov.

HOMEWARDS.

Vessel ... Leave Hongkong ... Discharge ...
 "PEMBROKESHIRE" ... 23rd Aug. ... London, Rotterdam & Hamburg.
 "GLENIFFER" ... 1st Sept. ... London, Rotterdam & Hamburg.

Movements are subject to change without notice.

For Freight or Passage, please apply to—

JARDINE, MATHESON & CO. LTD.,
 THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-A, 23, and Central 3596.

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OPERATED FOR

UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
 FROM HONGKONG BY DIRECT ROUTE
 (12 days to San Francisco, 13 days to Los Angeles).

U.S.S. "WEST PARALON" ... Leave Hongkong 18th August.
 U.S.S. "WEST CAJOOT" ... Leave Hongkong 5th Sept.
 U.S.S. "WEST JESTER" ... Leave Hongkong 25th August.
 U.S.S. "WEST PROSPECT" ... Leave Hongkong 6th Sept.

For Full Information, Apply to—

L. EVERETT, Inc. STRUTHERS AND BARRY.
 General Agent, 1st Floor, Queen's Building,
 Japan, China, Philippine Islands, Res. Agent.
 Indo-China, Straits Settlement. J. ORAM SHEPPARD.
 Phone: Central 2008.

AMERICAN
 ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by
 ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA
 SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MCKINLEY" ... Aug. 25th, 5.00 p.m.
 "PRESIDENT JEFFERSON" ... Aug. 28th, 5.00 p.m.
 "PRESIDENT GRANT" ... Sept. 10th, 5.00 p.m.

TO EUROPE—£120—£112—£110

FOR MANILA

"PRESIDENT MCKINLEY" ... Aug. 17th, 5.00 p.m.
 "PRESIDENT JEFFERSON" ... Aug. 20th, 5.00 p.m.
 "PRESIDENT GRANT" ... Sept. 10th, 5.00 p.m.

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monopoles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking arranged.
 Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.
 For Passage and Freight Booking apply to
 ADMIRAL ORIENTAL LINE, Managing Operators.
 Telephone: Central 2477, 2478 & 795. Hongkong and Shanghai Bank Building.

THE SWEDISH EAST ASIATIC
 COMPANY, LIMITED,

GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,
 COPENHAGEN, GOTHENBURG and Other
 SCANDINAVIAN PORTS.

M.Y. "FORMOSA" ... Will leave on or about 25th July
 M.Y. "CANTON" ... 20th August
 Subject to change without Notice.

For further particulars, please apply to—

GILMAN & CO. LTD.,
 Agents.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "MERTON HALL" ... via Suez Canal ... 19th August
S.S. "MALVERNIAN" ... via Suez Canal ... 19th September

BOSTON NEW YORK & NEW ORLEANS
AMERICAN & ORIENTAL LINE

S.S. "ELMBANK" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF MADRID" ... 9th August
For HAVRE, LONDON, DUNKIRK & HAMBURG.

MODERATE PASSAGE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "SURAT" ... Middle August
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

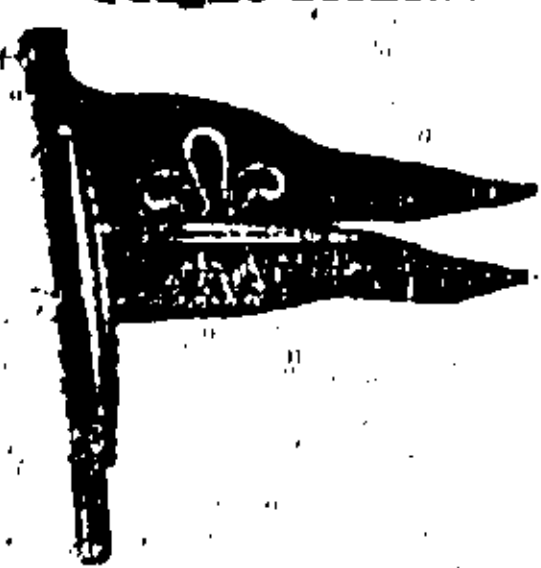
S.S. "MERTON HALL" ... via Suez Canal ... 19th August
S.S. "LAOMEDON" ... via Suez Canal ... 26th August
S.S. "PELEUS" ... via Suez Canal ... 7th Sept.
S.S. "MALVERNIAN" ... via Suez Canal ... 19th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG,
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON

NEW YORK

S.S. "EASTERN PRINCE" ... 18th August, 1925

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.(Incorporated in Great Britain)
King's Building.Telephone Central 3187
Salesmen: Fawcett & Co.

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VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eczema and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, quins, quins, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hoarseness, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—in no case accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING CASH DRUGGISTS.

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(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	5,812	18th Aug. Noon	Singapore, Penang, Colombo & B'way.
"MACKDONIA"	11,088	22nd Aug. Noon	Marseilles & London
"KIDDERPORE"	5,384	29th Aug.	Marseilles, Cassa Bianca, L'don.
"JEYPORE"	5,318	2nd Sept.	Singapore, Penang, Colombo & B'way.
"NARKUNDA"	10,227	5th Sept.	Marseilles & London.
"KHYBER"	9,114	19th Sept.	Port Sudan, Marseilles, London & Antwerp, bay.
"KARMALA"	9,138	3rd Oct.	Marseilles, London & Antwerp.
"SOUDAN"	6,696	15th Oct.	Singapore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"SICILIA"	5,812	29th Oct.	Singapore, Penang, Colombo & B'way.
"KHYBER"	9,138	31st Oct.	Marseilles & London.
"MANTUA"	10,802	14th Nov.	Marseilles, London & Antwerp.
"KALYAN"	9,144	28th Nov.	Singapore, Penang, Colombo & B'way.
"KASHMIR"	8,935	10th Dec.	Marseilles & London.
"MORSA"	10,911	12th Dec.	Marseilles & London.
"KASHGAR"	9,036	26th Dec.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS

"TAKLIWA"	7,938	19th Aug. 1 p.m.	Singapore, Penang & Calcutta.
"TILAWA"	10,006	19th Sept.	do.
"TAKLIWA"	7,938	26th Sept.	do.
"TAIBEA"	7,938	2nd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,968	2nd Sept.	Manila, Sandakan, Thursday
"ARAFURA"	6,000	7th Oct.	Island, Townsville, Brisbane
"ST. ALBANS"	4,500	4th Nov.	Sydney & Melbourne.
"TANDA"	6,968	2nd Dec.	
"ARAFURA"	6,000	6th Jan.	
"ST. ALBANS"	4,500	3rd Feb.	

* S.S. "TANDA" will also call at Iloilo and Port Sibulan.
The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Molampogan, Irawa, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NARKUNDA"	10,227	20th Aug.	Shanghai.
"GAIBORPFA"	5,287	22nd Aug.	Moji, Kobe, Osaka & Yokohama.
"TILAWA"	10,006	1st Sept.	Kobe
"KARMALA"	9,138	4th Sept.	Shanghai, Moji & Kobe.
"TAIBEA"	7,938	7th Sept.	Shanghai & Kobe.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	15th Sept.	Shanghai & Kobe.
"SOUDAN"	6,696	18th Sept.	Shanghai, Moji & Kobe.
"KHYBER"	9,114	2nd Oct.	Shanghai, Moji & Kobe.
"SICILIA"	5,812	2nd Oct.	Shanghai & Kobe.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,802	17th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	1st Nov.	do.
"TANDA"	6,968	7th Nov.	Moji, Kobe & Yokohama.
"MORSA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"KASHMIR"	8,935	21st Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	9,036	28th Nov.	do.
"SOUDAN"	6,696	5th Dec.	Shanghai & Kobe.
"MAUDONIA"	11,088	12th Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	19th Dec.	Moji, Kobe & Yokohama.
"KHYBER"	9,114	26th Dec.	Shanghai Moji & Kobe.
"MALWA"	10,941	2nd Jan.	Shanghai, Moji & Kobe.
"DELTA"	9,097	9th Jan.	Shanghai & Kobe.
"ST. ALBANS"	4,500	9th Jan.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Bangkok must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.

* Parcels Measuring not more than 3 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbills, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cantonment Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in State-rooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days)

* HAIOHONG ... Capt. W. B. Turnbull ... Wednesday, 12th August, at 1 p.m.
* HAIOHONG ... Capt. A. H. Stewart ... Monday, 17th August, at 3 p.m.
* For Fuchow only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fuchow (Parade Anchorage) and return by the same steamer by the "HAIOHONG" and "HAIOHONG" at the reduced rate of \$20.00 including Meals while the steamer is in port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.**CHINA NAVIGATION CO., LIMITED.**

NEWCHWANG ... "HANYANG" ... On 18th Aug. ... D.L.
SWATOW & SHANGHAI ... "LECHOW" ... On 17th Aug. ... 4 p.m.
SHANGHAI & TIENTSIN ... "NINGHAI" ... On 18th Aug. ... 5 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 32.

Agents.

CARGO AND PASSAGE CAN BE SECURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.

CONSIGNEES of CARGO from New Zealand and Australian Ports are informed that all general Cargo for Hongkong by S.S. "CHANGSHA" has been Discharged at MANILA and Transhipped there at the Risk of the Owners of the Goods to S.S. "PRESIDENT WILSON" due HONGKONG, 14th AUGUST, 1925.

BUTTERFIELD & SWIRE,

Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

Hongkong 12th August, 1925.

DODWELL & CO., LTD.**NEW YORK BERTH**

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17

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18

